

## **Documentation of Data Collection**

**Dataset:**

# **Corruption in State traffic inspection (STI) of the Ministry of Interior of Ukraine**

**Abstract:** This dataset presents a quantitative data set from Monitoring of Corruption in State Traffic Inspection of the Ministry of Interior of Ukraine, cross-sectional surveys among drivers in Kharkiv region conducted in 2007 (N=527) and 2008 (N=806). The documentation includes a summary of data, a description of the data collection process, used methods and sampling procedures. Dataset includes 2 files with data massive in SPSS format and 2 text files with questionnaires in Russian in PDF format.

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**Keywords:** State Traffic Inspection; State Automobile Inspection; Ministry of Interior of Ukraine; police; corruption; bribery, bribes extortion.

## **Aims and objectives of the study:**

This dataset contains data from two cross-sectional surveys of drivers in the Kharkiv region in Eastern Ukraine, that were collected in August 2007 (N=527) and August 2008 (N = 806). The survey was aimed at identifying two main groups of indicators:

1. Forms and mechanisms of corrupt behaviour on the part of traffic police officers.
2. Cultural stereotypes of citizens, which consolidate the usual practices of corrupt relations with traffic police officers.

The main purpose of the study is to track the dynamics of corruption through annual sociological monitoring of corruption in the activities of the State Traffic Inspectorate of the Ministry of Internal Affairs of Ukraine (GAI) in the Kharkiv region. The study aims to measure the dynamics of the prevalence of corrupt practices in the activities of the traffic police for the period from August 2007 to August 2008.

Objectives of the study:

- Investigate the dynamics of the prevalence of corrupt relations between citizens and traffic police officers for the period from August 2007 to August 2008;
- Analyze the changes in the causes of corruption in the relations of citizens with traffic police officers for the period from August 2007 to August 2008;
- Investigate the changes in the mechanisms of corrupt relations between citizens and traffic police officers, which took place between August 2007 and August 2008.

## **Sampling procedure and methods of data collection:**

The research method used in this survey was anonymous face-to-face interview of the drivers of cars in Kharkiv (sample #1, equal for 2007 and 2008) and face-to-face interview of the drivers who received a driver's license and drivers who have registered their car in the last 12 months (sample #2, only for 2008).

The sample (800 respondents - drivers of cars) is a two-stage quota, representative of the city of Kharkiv. In fact, the survey was conducted in two samples - the first (N 500) does not differ from the previous year's survey, and the second (N 300) - will be formed to track the dynamics of corruption of new drivers who received a driver's license in the last 12 months (N 200), and those drivers who have registered their car in the last 12 months (N 100).

## **Hypothesis for constructing a quota sample:**

- the characteristics by which the sample quotas were selected were not the demographic indicators of the owners (gender, age) but the type of car and its price.
- cars of domestic and foreign production of different prices are presented on the roads to a different extent.
- the police interact on the road when assessing the traffic situation and stopping the car, first of all with the car and secondly (after the stop) with the driver.

## **Calculation of the sample #1 (N 500):**

- conducting an expert survey to determine the share of foreign and domestic cars driving on the roads of Kharkiv, as well as determining among them the number of foreign cars worth up to 20,000 USD, 20,000 - 30,000 USD and more than 30,000

USD. Experts were asked to estimate the percentage of cars traveling on the roads of Kharkiv, for each of the above quotas;

- calculation of the share of cars of domestic production, production of CIS countries and foreign production;
- calculation of the share of foreign-made cars worth up to 20,000 USD, 20,000 - 30,000 USD and over 30,000 USD;
- grouping of respondent drivers into four quotas according to the type of car they drive;
- calculation of the required number of respondents for each type of car.

### **Sample #1**

(N 500)	domestic cars	foreign cars worth up to 20,000 USD	foreign cars worth 20,000 30,000 USD	foreign cars worth more than 30,000 USD
%	30 %	48 %	12 %	10 %
number of respondents	150	340	60	50

### **Calculation of the sample #2 (N 200):**

- grouping of respondents-drivers who have received a driver's license (N 200) during the last 12 months, for two quotas, according to the type of car they drive: 1) domestic production and production of the CIS countries, 2) foreign production;

### **Sample #2**

(N 200)	domestic cars	foreign cars
have <b>received a driver's license</b> during the last 12 months	<b>30%</b>	<b>70%</b>
	<b>60</b> respondents	<b>140</b> respondents

### **Calculation of the sample #3 (N 100):**

- grouping of respondents-drivers who have registered their car during the last 12 months (N 100), on four quotas, determined during the formation of the sample #1, by the type of car they drive

### Sample #3

(N 100)	domestic cars	foreign cars worth up to 20,000 USD	foreign cars worth 20,000 30,000 USD	foreign cars worth more than 30,000 USD
have <b>registered their car</b> during the last 12 months	30%	48%	12%	10%
	30 respondents	48 respondents	12 respondents	10 respondents

The language of the Data Collection is Russian.

The Dataset was collected within the project “Promoting Active Citizen Engagement in Combating Corruption in Ukraine” (Grant Number: 6040-001-51-00-0101-043), subcontract under USAID Cooperative Agreement No. 121-A-00-07-00702-00.

### Summary of results:

- In 2007, only 26% of drivers believed that traffic rules should always be followed, in 2008 their number increased to 45%.
- At the same time, anti-corruption measures in the activities of the GAI did not work in Kharkiv region. There is a stabilization or a slight decrease in the number of corrupt agreements between citizens and traffic police officers and a significant increase in average bribe sums.
- Drivers' attitudes towards corruption have not changed over the year - about half of respondents consider corruption to be a harmful phenomenon. There is a pattern: the younger the respondent, the less negative is his attitude to corruption.
- The poorer the drivers, the more negative they are about corruption. Corruption undoubtedly harms those who do not have enough money, and is beneficial to those who want to gain money against the law.
- The feeling of personal harm from corruption among drivers has significantly decreased. Drivers do not realize how corruption in the traffic police can harm them. They are aware of the danger of corruption for citizens in general, but believe that in fact they are almost safe.
- The majority of respondents support bringing order to corruption in all areas of traffic police. According to 84% of respondents, the most problematic and in need of an urgent solution are the areas of issuing driver's licenses and monitoring compliance with traffic regulations; 73% - car registration; 71% - inspection.
- Based on the answers of drivers who took the exam in previous years, the percentage of drivers who paid informally for passing a driving test has been growing since 2000, at 48%. In 2004, it reached a maximum - 72%, by 2006 it dropped to 61%, in 2007 it reached 68%, and in 2008 - 66%.
- The average bribe for passing the exam increased from UAH 567. in 2007 to UAH 670. in 2008
- In recent years, the percentage of drivers who paid extra for speeding up or simplifying the car registration procedure has increased significantly (based on the answers of drivers who took the exam in previous years). Its slight decrease in 2008 indicates a stabilization of the number

of bribe-takers: in 2000 - 26%; in 2003 - 41%; in 2004 - 31%; in 2005 - 44%; in 2006 - 44%; in 2007 - 46%, in 2008 - 40%;.

- In 2008, 34% of drivers surveyed paid informally for speeding up or simplifying the technical inspection of the car when they last passed it. In 2007 - 40%. The average amount of bribes remained stable.
- 41% of respondents, according to their confession, in the last 12 months gave money to a traffic police officer for violating traffic rules.
- In 58% of cases, when respondents were stopped by traffic police, they had to give bribes.
- The opinion of drivers that it is almost always possible to "redeem" oneself from a traffic police officer has not changed during the last year - 50% of the surveyed drivers think so, and only 2% of drivers believe that it is almost impossible.
- To the question: "If you violate traffic rules in the future, will you" solve the issue "with the traffic police with a bribe?" in 2007, 70% answered in the affirmative (17% evaded the answer), and in 2008 - 54% answered in the affirmative (32% evaded the answer).

Drivers were asked to recall a case last year when they were stopped by a traffic police officer:

- In 69% of cases, according to drivers, they violated the traffic rules (in 2007 - in 77% of cases). The number of unwarranted stops has increased.
- 54% of surveyed drivers, according to their own confession, gave money to a traffic police officer in the form of a bribe (in 2007, 53%). The average bribe has doubled.
- In 8% of cases, a traffic police officer demanded a bribe and openly called the amount; in 6% - demanded, but did not name the amount, in 32% of cases simply hinted that the issue could be "solved" on the spot, in 54% of cases the traffic police officer did not demand money and did not even hint at a bribe. Compared to the 2007 survey, no changes have taken place - in more than half of the cases, bribes are given at the initiative of the driver.

Subjective assessment by drivers of GAI activity in 2008:

- According to the vast majority of respondents (64%), no changes in the work of the traffic police over the past 12 months. At the same time, respondents emphasize that the amount of bribes has increased.
- 5% of respondents rated the work of the traffic police as good, 43% - not without flaws, but generally good; 38% - rather bad and 14% - bad.
- 50% of drivers are satisfied with the way the contacts between them and the traffic police are now, 50% are not satisfied. These figures are slightly better than in 2007.
- 38% of drivers were positive about the urgent measures of the traffic police to ensure traffic safety at the beginning of the year, 35% - negative, 27% - avoided answering.
- 40% of respondents believe that as a result of these measures the number of drivers who comply with traffic rules has increased, 56% believe that no changes have taken place.

Analysis of interviews with vehicle owners (No. 30) showed that no changes in the practices of corrupt interaction between citizens and traffic police officers took place, except for an increase in bribes. At the same time, drivers express a negative attitude to corruption in all spheres of interaction with traffic police officers, and a confident willingness to solve possible problems with traffic police officers in the future through bribes.

Most procedures in the practice of GAI remain extremely complex, multi-stage, mostly incomprehensible, duplicating each other. Such difficulties provoke citizens to "solve issues" through a short and clear path for both parties - a bribe.

## **Related Publications:**

Anticorruption monitoring of the activity of the State Automobile Inspection: methods and results: monograph / Col. avt .; For the general ed. Cand. sociol. Sciences, Associate Professor O.O. Serdiuk. - Kharkiv: 2008. - 128p.  
<http://dspace.univd.edu.ua/xmlui/handle/123456789/178?show=full>

Monitoring of Corruption in State Traffic Inspection of the Ministry of Interior of Ukraine: methodology and results. Alexey Serdyuk (Ed.) Kharkiv, KHISR. 2008.  
<http://dx.doi.org/10.13140/RG.2.1.3239.1289>

Corruption in the activity of the State Automobile Inspection: results of sociological monitoring: monograph / Yu. O. Svezhentseva, O.O. Serdiuk, Yu. L. Belousov and others. - Kharkiv: HISD, 2007. - 112 p.

Svezhentseva Y.O., Serdiuk O.O., Belousov Y.L., Kobzin D.O., Chernousov A.M. Corruption in the activities of the State Automobile Inspectorate: the results of sociological monitoring // Ukrainian Society. - 2008. - № 1 (24), - P. 46-57.

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Svezhentseva Y.O., Serdyuk O.O. Corruption in the activity of the State Automobile Inspectorate: results of sociological monitoring in 2008 // Actual problems of work with personnel in law enforcement agencies: materials of the scientific-practical conference. - Kharkiv: KhNUVS Publishing House, - 2008. P. 37–40.